



**OPEN HOUSE PUBLIC MEETING
LA 44: WIDENING AND
ROUNABOUT AT LA 941 (LOOSEMORE ROAD)**



**STATE PROJECT NO. H.010909; FEDERAL AID PROJECT H010909
ASCENSION PARISH, LOUISIANA**

**Ascension Parish Governmental Complex Large Conference Room
615 East Worthey Road
Gonzales, LA 70737
September 25, 2018
5:00 p.m. – 8:00 p.m.**

Thank you for attending this Open House Public Meeting for the proposed LA 44 widening and roundabout at LA 941 (Loosemore Road). In this handout you will find information about the proposed project, including a project description, location maps and general roundabout information. Also included is a comment form.

Project team members are stationed throughout the room to discuss the project and answer your questions. These individuals are easily identified by their name tags. Please take this opportunity to discuss the project with team members. **There will be no formal presentation.**

As you enter the room, you will see five stations:

Station 1: Sign-in Table

At this station, there are sign-in sheets for General Public, Elected and Other Officials, Agency Personnel, and News Media. Please sign in on the appropriate sheet.

Station 2: Exhibits

This station consists of a series of conceptual drawings, super-imposed over aerial photographs showing the proposed widening of LA 44 from south of I-10 through the proposed multi-lane roundabout at LA 941 (Loosemore Road). Also shown is the widened LA 44 integrated with the planned roundabout at Conway Plantation.

Station 3: Continuous PowerPoint Presentation

This short presentation will provide an overview of the proposed LA 44 widening and roundabout. The presentation lasts approximately 10 minutes and will re-start automatically after a one-minute intermission.

Station 4: Real Estate

At this station, the DOTD Brochure explaining the Acquisition of Right of Way is available and a DOTD Real Estate representative is present to explain DOTD's right of way acquisition procedures.

Station 5: Comment Table

At this station, comments can be made verbally or in writing. A tape recorder is available at this table for verbal comments. The last page of this handout is a comment form that you may use. Comments can be turned in during this meeting or mailed to the address on the back of the form. Additional comment forms are also available to be taken with you. **Please note that comments mailed after this meeting must be postmarked no later than October 26, 2018 to be included as part of the meeting transcript.**

We hope you will take advantage of this opportunity to provide input on the proposed LA 44 widening and roundabout at LA 941 (Loosemore Road). Thank you for attending this meeting and for providing input.

PROJECT DESCRIPTION

DOTD, in conjunction with the Federal Highway Administration, proposes to widen LA 44 to four lanes approximately from south of I-10 to LA 941 (Loosemore Road) and construct a multi-lane roundabout south of the intersection of LA 44 and LA 941 (Loosemore Road). The existing LA 44 and LA 941 (Loosemore Road) full access intersection would be replaced with a roundabout and right in/right out access to and from Loosemore Road. Approximately 5 acres of additional right-of-way would be required for the proposed project. It is unknown at this time if cultural resources or wetland resources would be impacted by the proposed project. No relocations are anticipated as a result of this project. It is anticipated that this project would be environmentally processed as a Categorical Exclusion.

PRELIMINARY PURPOSE AND NEED

The preliminary purpose and need of the project is to aid traffic flow by increasing the capacity of LA 44 between I-10 and LA 941 (Loosemore Road) and reduce the potential for crashes and their severity at the intersection of LA 44 and LA 941 (Loosemore Road). The current Average Daily Traffic for LA 44 is 14,800 vehicles per day which is expected to increase with development of the area.

BUILD ALTERNATIVE

Currently, one Build Alternative, as described above, is being proposed to move forward for further consideration.

The continuous PowerPoint presentation and the exhibits shown tonight are available on the LADOTD website at:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx

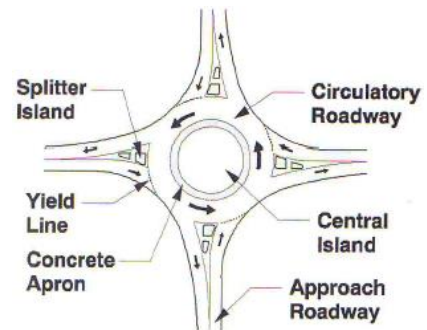
The following pages present aerial plan views, typical section drawing for the proposed roundabout, and roundabout fact sheet. A comment form is also attached.

ROUNDAOBOUTS FACT SHEET

What is a roundabout?

Roundabouts are one-way, circular intersections designed to improve safety and efficiency for motorists, bicyclists, and pedestrians.

In a roundabout, traffic flows around a center island in a counterclockwise direction. A roundabout redirects some of the conflicting traffic movements, such as left turns, which cause crashes at traditional intersections. This is because drivers enter and exit the roundabout through a series of right-hand turns.



What are the advantages of roundabouts?

A well-designed roundabout can improve safety, operations, and aesthetics of an intersection. Greater safety is achieved primarily by slower speeds and the elimination of more severe crashes and operation is improved by smooth-flowing traffic with less stop-and-go than a signalized intersection. Aesthetics are enhanced by the opportunity for more landscaping and less pavement.

What do statistics from the Federal Highway Administration (FHWA) say about roundabouts?

Roundabouts save lives by:

- Reducing fatalities by up to 90%;
- Reducing injury crashes up to 76%;
- Reducing pedestrian crashes up to 30% to 40%;
- Creating up to 75% fewer conflict points than a four-way intersection. Conflict points are any point where the paths of two through or turning vehicles diverge, merge, or cross.

Roundabouts save money by:

- Reducing road electricity and maintenance costs by an average of \$5,000 per year;
- Eliminating the costs to install and repair signal equipment;
- Providing a 25-year service life when compared to the ten-year service life of signal equipment;

Roundabouts provide environmental benefits by reducing vehicle delay and the number and duration of stops compared with signalized intersections, thus decreasing fuel consumption and carbon emissions. Fewer stops and hard accelerations mean less time idling.

How are modern roundabouts different than traffic circles and rotaries?

Modern roundabouts are significantly different than older style traffic circles and rotaries in how they operate and are designed:

- Rotaries and traffic circles may have two-directional flow and are typically much larger than the modern roundabout.
- The compactness of a modern roundabout helps keep speeds low and makes it easier for drivers to stay oriented and judge the speed of the vehicles before entering the roundabout.
- Modern roundabouts require entering traffic to yield not merge at all entries, whereas traffic circles and rotaries may require circulating traffic to yield to entering traffic.

What are the general principles of using a roundabout?

- Think of roundabouts as a series of “T” intersections, where entering vehicles yield to one-way traffic coming from the left. A driver approaching a roundabout must slow down, stop or yield to traffic already in the roundabout, and yield to pedestrians in the crosswalk.
- Then, it’s a simple matter of making a right-hand turn onto a one-way street.
- Once in the roundabout, the driver proceeds around the central island, then takes the necessary right-hand turn to exit.

Can roundabouts accommodate larger vehicles?

Yes. Roundabouts are designed to accommodate vehicles with a large turning radius such as buses, fire trucks, and eighteen-wheelers. Roundabouts provide an area between the circulatory roadway and the central island, known as a truck apron, over which the rear wheels can traverse.

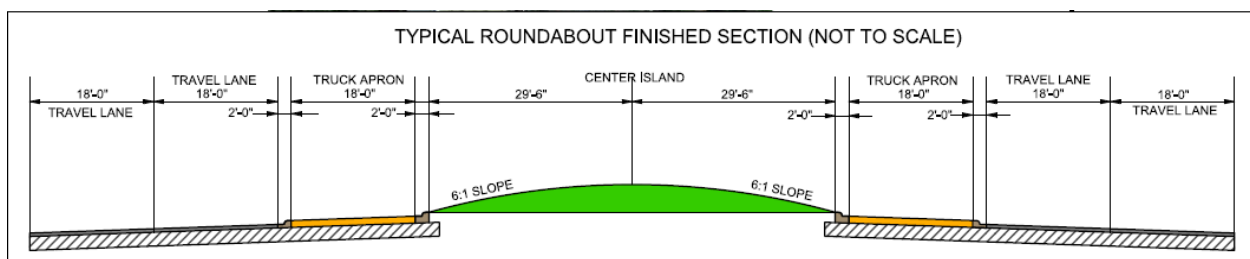
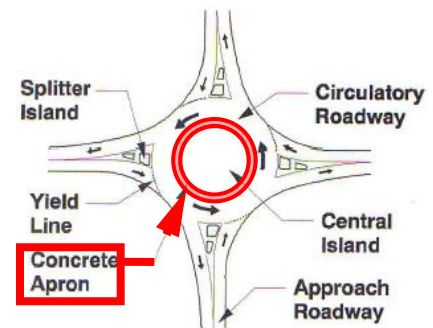
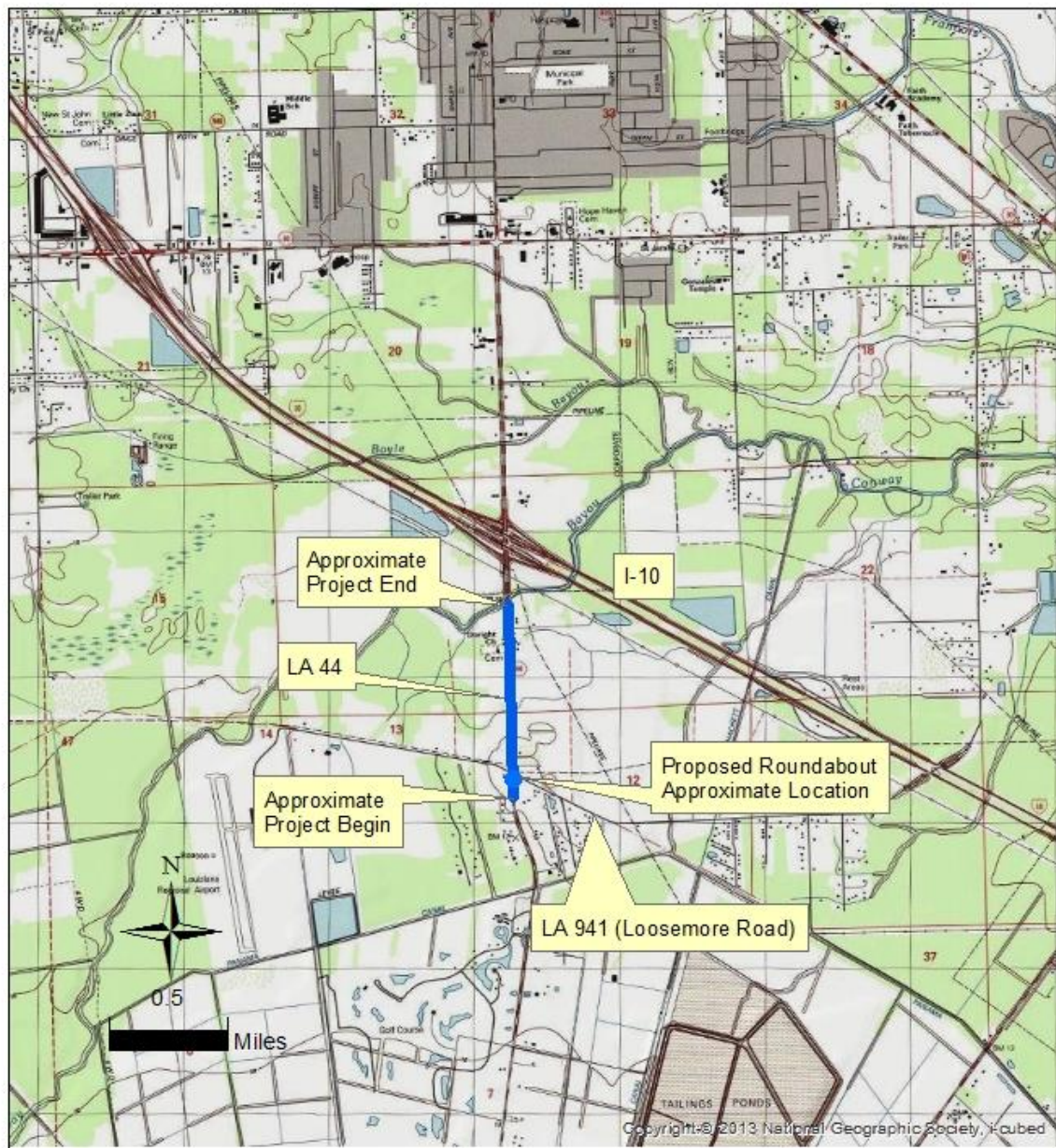


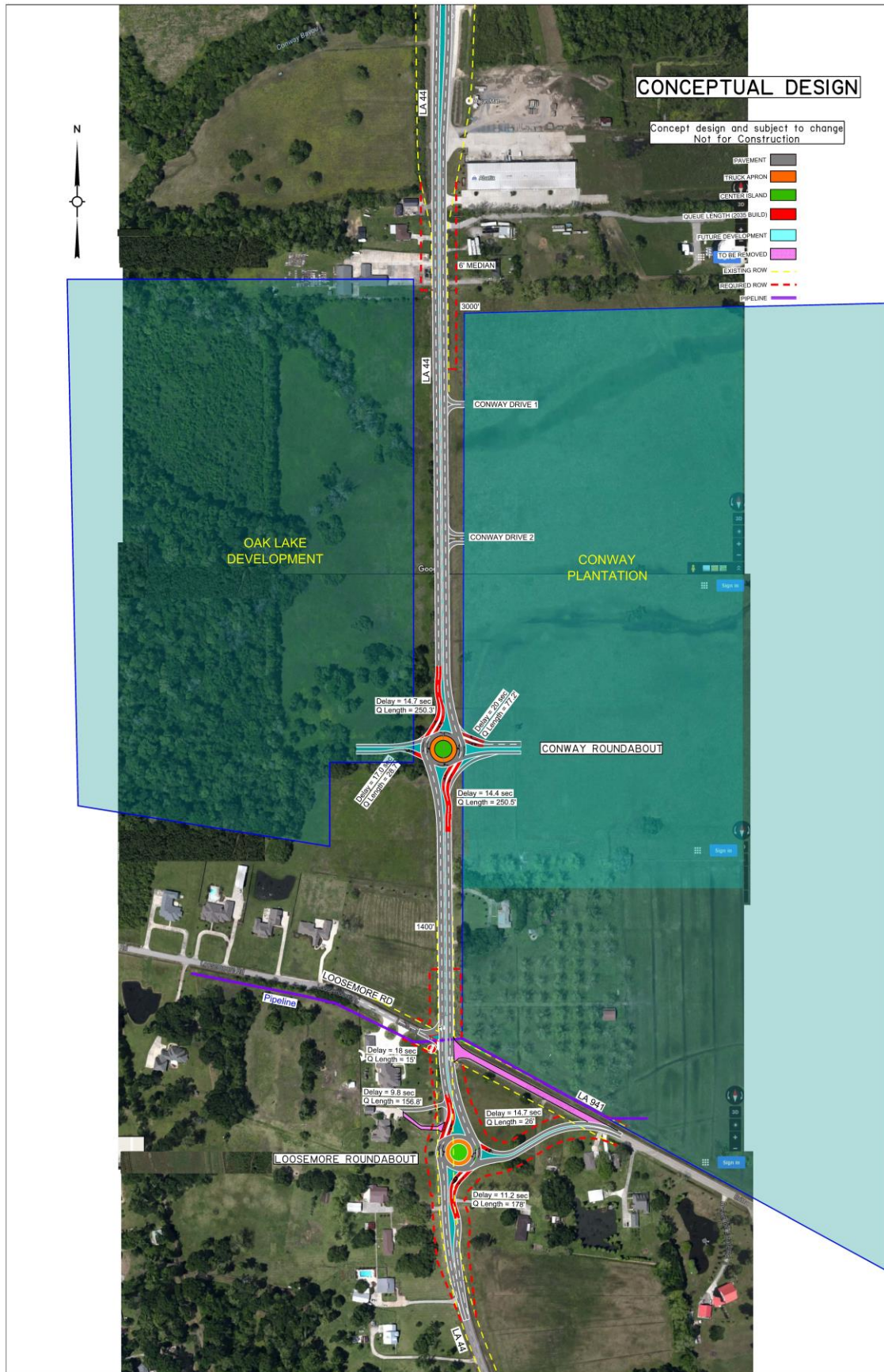
Figure 1: Typical Multilane Roundabout Cross Section



PROJECT AREA
LA 44 WIDENING AND ROUNDABOUT
AT LA 941 (LOOSEMORE ROAD)
ASCENSION PARISH LOUISIANA



Figure 2: Project Location Map



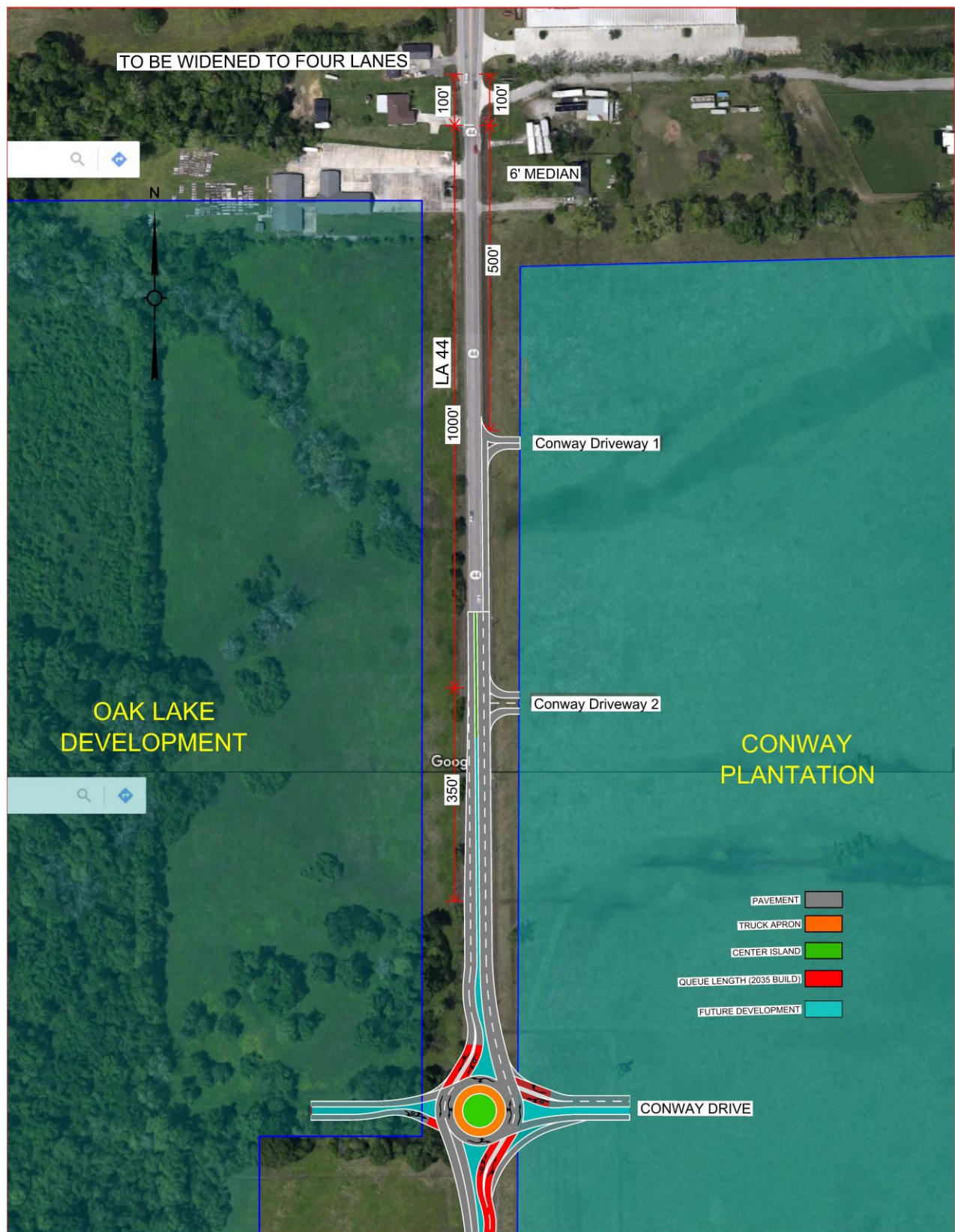


Figure 4. Proposed widening of LA 44. Also shown is the currently planned roundabout at Conway Drive (bottom of photo).

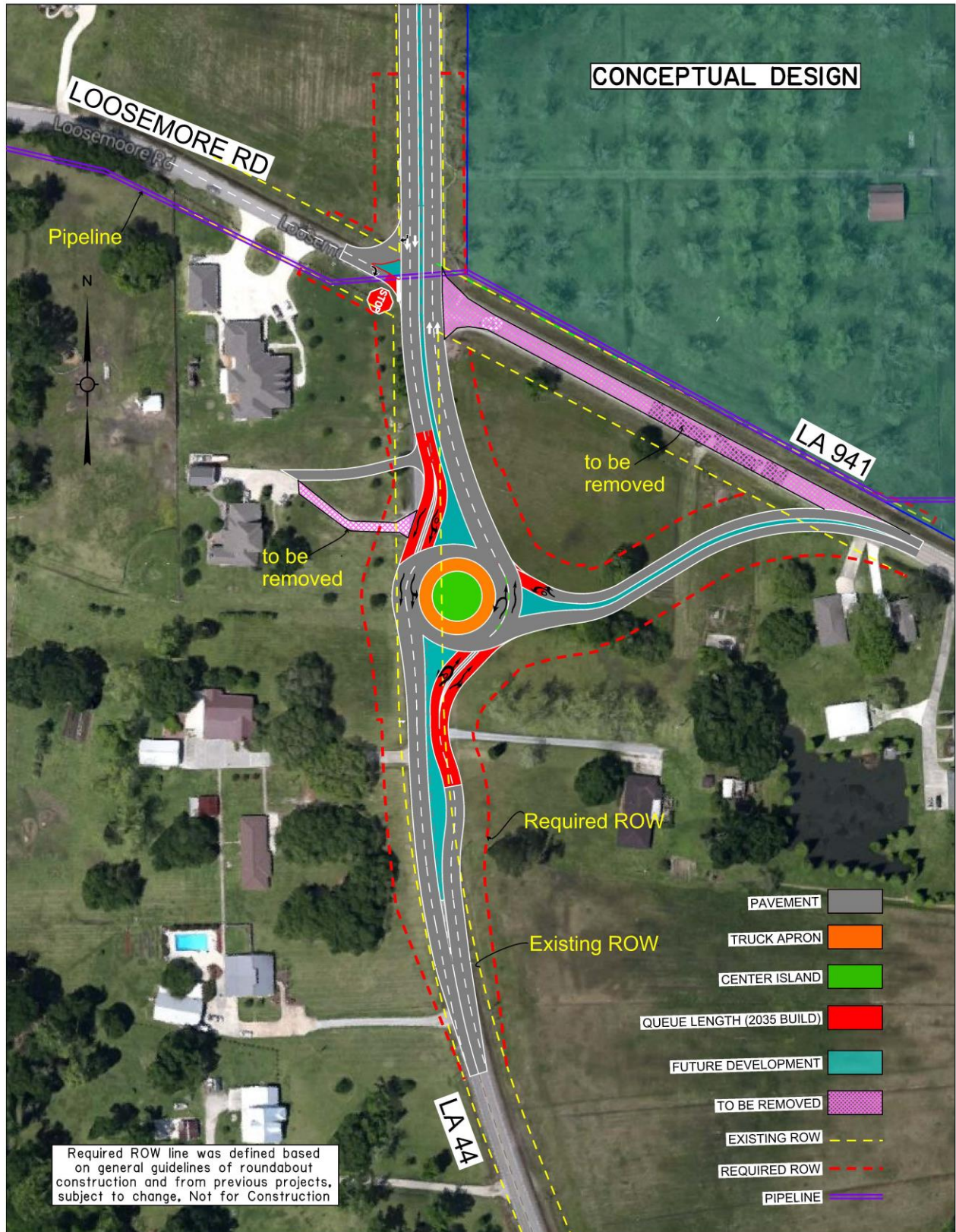


Figure 5. Proposed roundabout on LA 44 south of LA 941 (Loosemore Road)

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Development
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